

APRIL 2020

THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

THE
NATIONAL
Falcon
NEWS



1965 Falcon Ranchero
Bill Johnson
Palm Springs, California

ON THE COVER

Our cover featuring a sweet 1965 Ranchero, was sent to us along with a note about the magazine. Bill Johnson (FCA #4524) of Palm Springs, California is the proud owner. We liked the photo and car so much, we decided to feature it on our April cover.

About his Falcon, Bill says, "This pretty face is parked in front of Elvis and Priscilla's honeymoon cottage in Palm Springs. I am the second owner of the Ranchero and have owned it for 50 years. I have been restoring it for many years and it is STOCK STOCK STOCK."

Elvis & Priscilla Presley honeymooned at this cottage on May 1, 1967 after their wedding. Their daughter, Lisa Marie Presley was born exactly nine months later, on February 1, 1968. The 5,000-square-foot desert destination is on an acre lot with a pool in the backyard. In earlier days, it was dubbed "The House of Tomorrow" and referred to as a mid-century Modernism icon.

FROM THE EDITOR

Would you like to see your Falcon on the cover of The National Falcon News? Please make sure your photo has a high enough resolution—300 dpi at 8" x 10". Send your photos and/or articles with payment to editor@falclub.com or mail them to FCA Editor Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015. Make any checks payable to Falcon Club of America. Thanks!

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To access the online magazine, technical articles, and membership directory, use password FCA1979!

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members.

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CALENDAR OF EVENTS

May 1-2, 2020

**2020 KCFCA Regional
Shillington, Pennsylvania**

Hosted by Keystone Chapter

July 23-25, 2020

**FCA 41st National Meet
Dayton, Ohio**

Hosted by Ohio Valley Chapter

August 21-22, 2020

**Northeast Chapter's 2020 Regional
Warwick, Rhode Island**

Hosted by Northeast Chapter

August 28-29, 2020

**Carolinas Chapter 14th Regional
Kannapolis, North Carolina**

Hosted by Carolinas Chapter

September 11-12, 2020

**Mid America Regional
Branson, Missouri**

Hosted by Mid America Chapter

September 12, 2020

**Pacific Northwest Mini-Regional
Ellensburg, Washington**

Hosted by Inland Northwest Chapter

October 2-3, 2020

**2020 Pacific Regional
Sacramento, California**

Hosted by River City Chapter

If you'd like for your event to be included in our Calendar of Events and on the FCA website, please send your upcoming FCA event's date and location information to editor@falconclub.com and admin@falconclub.com.

THE
NATIONAL *Falcon*
NEWS

THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

PRESIDENT'S MESSAGE

Always looking for new opportunities to increase our exposure and public awareness of our great cars, I received information from Wally Peterson (Metro-Detroit Chapter) about a Ford Motor Company initiative to do just that—bring us together. Wally prepared the following:



**Jim Guthrie
FCA President**

"Club Connect" from Ford Motor Company

Ford Motor Company's Ford Performance group has launched an exciting new program called "Club Connect." It was created to help all Ford enthusiasts get connected with both Ford Motor Company and each other. Only those clubs who register with the program are eligible for no-cost promotion and support from Ford Performance.

The primary goal of Club Connect is to get everyone to register their Ford vehicle club—at no cost—and get themselves on the Ford enthusiast group map so that we can all connect with each other. Once there, you'll be able to see all of the other clubs and groups who have registered in your region and throughout the U.S. It includes all Ford vehicle organizations and Facebook groups who you may never have known about. The value in that is whenever you plan a club or group activity, you can see what other clubs and groups are in your area that you may wish to contact and ask to join you. It also allows Ford Performance to see all the clubs and groups in a certain area, so that when they are coming to your area or planning a special event in your city or state, your club and club members can be contacted.

It takes only a few minutes for a FCA Chapter principal or board member to register and establish a direct link for their members to Ford Performance. All it takes to register is to visit www.FordPerformanceClubConnect.com and click on the "Register Your Club" link. Once you fill out the form and hit "Submit," you'll be notified within just a few days of your acceptance in Ford Performance Club Connect; it's that simple, and it's FREE!

Have a product or parts question that you want answered? Wish you could get some free club event promotion in our weekly "Fast News" e-blast that goes out to a quarter-million Ford fans each Thursday? Looking for event coverage for your show in the Enthusiasts section of FordPerformance.com? Hoping you could find a cool Ford goodie-bag or door-prize item, or a banquet guest speaker? How about requesting on-site show support with an appearance by a Ford Performance Meet & Greet tent? While requests are reviewed on a case-by-case basis, they can ONLY be awarded to Falcon clubs who are registered!

Each FCA member can go to FordPerformanceClubConnect.com and click on the "Find Your Club" link to see if you are on the map. If not, get your chapter to register your club so that you can join this special program, all backed and supported by a real enthusiast staff managed by Ford Performance. If you have questions or want more information, email ClubHub@Ford.com, or call the Ford Performance Info Center, toll-free during regular business hours, at 1-800-FORD-788 (800-367-3788).

Thank you Wally. I hope many of you will check this out. As always, be safe and take a young person to a car show.

—Jim (FCA#12897)

e-mail: guthriejasr@gmail.com • Phone: 816-288-7469

GUNN FAMILY FALCONS

BY RICHARD GUNN

1 In the early '80s I accepted an offer to move from Buffalo New York to Houston. It was a great opportunity for me and my family, with better weather and rust free cars. One day I was telling my neighbor, who lived across the street, that my wife was hinting she wants a grocery getter. He asked what kind of car she would like. I said I would like to get a car I can work on like your Falcon. I knew this car had been passed down within his family and was in good shape. I would not offer more than \$600. He said really, how about \$200? I said I'll give you \$300. When I clean the oxidation and give her a tune up I don't want to hear, "I can't believe I sold you that for \$300." I got the little two-door Falcon running and looking good, but the expense of keeping the air conditioning unit running was killing me. So ...



Our first Falcon



Help cleaning mom's car

2 A 1963 convertible passed me one day and I thought, "Who needs air conditioning when you have a convertible?"

I found the car at a local dealer and told him I wanted to buy the car. He said \$5,500. I said I was going to the bank and bringing back \$2,500. He said, "Wait," worked on his calculator and said, "\$2,750 with tax and title."

Later when all three of my kids took a Falcon to college, it would have been tough to support four Falcons. So, I had to give her up. Truth is I really wanted a '63 convertible Sprint. ...



Above: Grandma and Grandpa going for a ride in the '63 convertible, Below: This was taken when the car when it went on the market.

3 My daughter Cindy was considering some full volleyball scholarships. I told her if she accepted one, I would buy her a car for transportation. In her freshmen year while crewing for me in a sailing regatta she said, "Well dad when are we going to talk about my car?" I said, "What do you want?" She replied, "A '63 Falcon convertible. You have to ask?" She went on a mission trip her first summer and when she arrived home, there was a blue one in the driveway. She said, "Did you paint your car, dad?" I replied, "No, this one is yours!" ...



Cindy's '63 convertible

4 My son Kevin was the child that enjoyed working with me on these cars. He always wanted a Ranchero. In his senior year in high school I found one, with Falcon Jimmy's help, for \$350. It needed a lot of work, but he took it to high school and then off to college. Unfortunately he had a bad accident, but he was OK. The wrecker driver and police told him he was lucky to be in good solid car! They said he may not have made it in some of the newer cars. I offered to get him one of our company trucks as a replacement and he responded, "A Falcon saved my life!"...



Kevin's and his 1963 Ranchero

5 After the accident, I told him I knew of a 1962 wagon, again seeking Falcon Jimmy's help. He said, "YEA!! Station wagons are cool."

My wife and I could not believe a station wagon was cool. He attended Texas A&M Galveston and this was his Texas A&M 'Aginwagon.' Students at Texas A&M are called 'Aggies,' so it had to be named that! ...



This photo of the Aginwagon Wagon was used on the A&M Recruitment Brochure.



Those seats definitely show his Aggie Pride!



6 After my discharge from the Navy in San Diego, I purchased a Falcon Econoline and took it to Tijuana for some interior upgrades. My buddy and I went on a 2½ month journey up the west coast, into Canada, down the mountain ranges, and then crossed the U.S. to upstate New York. ...



Continued on page 6

GUNN FAMILY FALCONS

Continued from page 5

7 My eldest son Jeff was inspired by my cross country trip. He acquired his own sweet Falcon Econoline. ...

Jeff
pictured
with his
ride and
his sister



Falcons were always part of the kids' weddings



Cindy's Wedding



Driving through the New Orleans Garden District



Jeff's Wedding

8 After I was done with the kids' cars, I could not find or afford a '63 Sprint convertible that I hoped to purchase after I was done with the kids cars so I settled on a V-8 Futura which I named Lucille. My goal was to take it back to my high school days—Holly four-barrel, Hooker Headers, Hurst shifter, Kick ass stereo, bucket seats Cragar wheels, etc.

I managed to get the Holly four-barrel, Hooker headers Hurst shifter, a pretty kick ass stereo, bucket seats and the Cragar wheels done. Then I got the wild hair to add a T5 five speed transmission to the mix. After several painful nights under the car, it was finally installed! Next was to figure out how to get the hydraulic clutch slave cylinder to work with the headers. A fellow Falconer who was assisting me on these projects suggested we mount the slave to the frame and use a quarter inch socket extension as the push rod. With some cutting, threading and use of a coupling it was accomplished! Then the bad news. A better man would have taken her for a few test drives but I really wanted to take her out to see how she would perform. While enjoying a 65 MPH cruise at 2.5K RPM, I noticed my oil pressure was at zero. The old 260 was dead. That was over two years ago. ...



Lucille at
Crusin' the
Coast

Note the
1963½
Gas Cap



9 Now I'm in the process of installing a '91 Mustang 5.0 l engine because I bought a 1965 Ranchero. The Ranchero was a show car some 20 years ago. I was spoiled by the power steering, 1987 Mustang computer controlled 5.0 engine, improved gas mileage and most important, when I turn the key she starts right up. I wanted that for Lucille.



Ranchero Engine Bay

This was all possible with the help of the Falcon Club of Americas tech articles and local FCA clubs, members of the Third Coast Club started by Todd Gaudin and me.

Fortunately I have a wife that puts up with all of this. Although I think she would prefer I joined a garden club!!

—Richard Gunn (FCA #6226)
Cypress, Texas



Towing My Hobie 17 to a Regatta



Back end of the 1965 Ranchero

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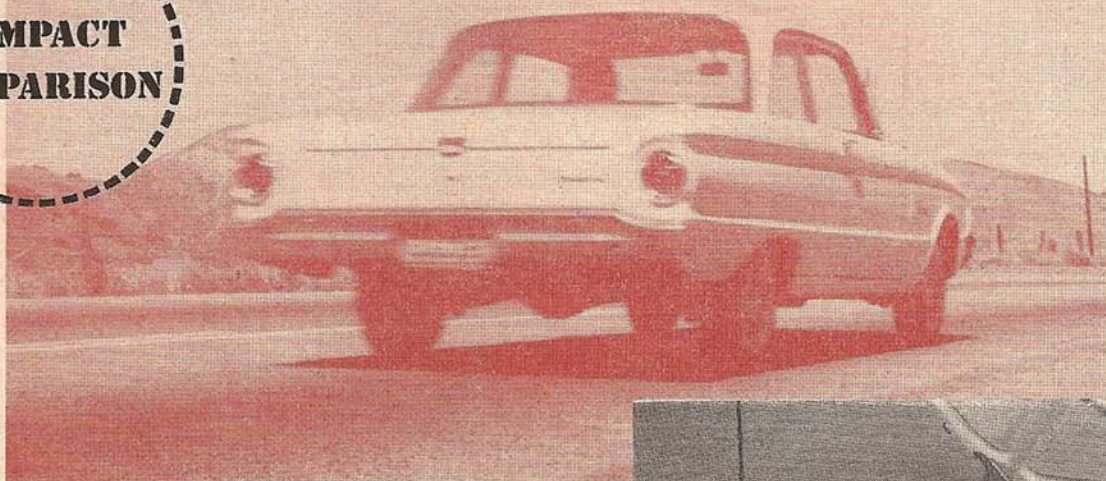


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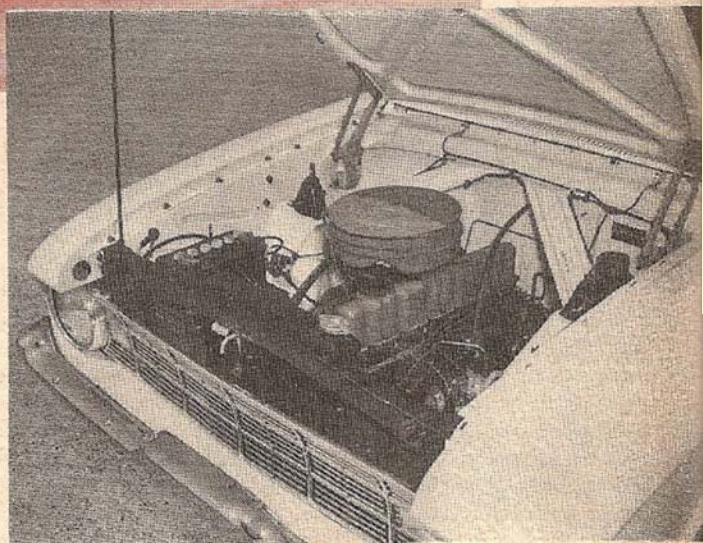
COMPACT COMPARISON



Road Test

FALCON

solid construction stands out in this conventional but well planned package



Sound transportation was the key to Henry Ford's success. With the Model T and Model A, he gave the public simple, reliable cars that were as inexpensive as he could make them.

The Falcon is a long-awaited return to that concept by his successors. It may not be as low priced as many people had expected but it is not as austere, either. And, certainly, it is one of the most practical vehicles built in this country since the Model A itself.

It is an extremely easy car to drive, responding smoothly and precisely.

Because of its light weight, 2380 lbs. as tested, power assists are neither required nor available. The steering is light at all but parking speeds, though its 4.6 turns from lock to lock is not quick enough for ideal maneuverability. The brakes, operating on nine-inch drums, stop the car quickly with moderate pedal pressure and show no appreciable fade under hard use.

The only control that is at all difficult is the parking brake, which must be pulled really tight to hold. Everything else works with a minimum of effort.

Cornering is excellent. The suspension is quite conventional, front coil springs and rear semi-elliptics, but the car will take turns at speeds well beyond the capabilities of most American-made sedans. The tendency to understeer is within limits that can be controlled, body lean is slight and tire squeal occurs only on fast, tight curves.

All this has been accomplished without sacrificing a comfortable ride. The springing is firm, not as harsh as many imports but with less bounce and float than the big Ford. It does shake on rough surfaces, partly because of the unit structure. Without the usual insulation between a separate body and frame, severe road shock is bound to be more noticeable.

Economy, of course, is one of the Falcon's greatest virtues. During the test period, the average fuel consumption was 24.6 miles per gallon, the best figure recorded by any of the new compacts. Even the hardest city driving brought it no lower than 22.5.

The engine and gearing have been set up for just such results. The carburetor is a single barrel, valve timing is conservative and the rear axle ratio is a high 3.10-to-1.

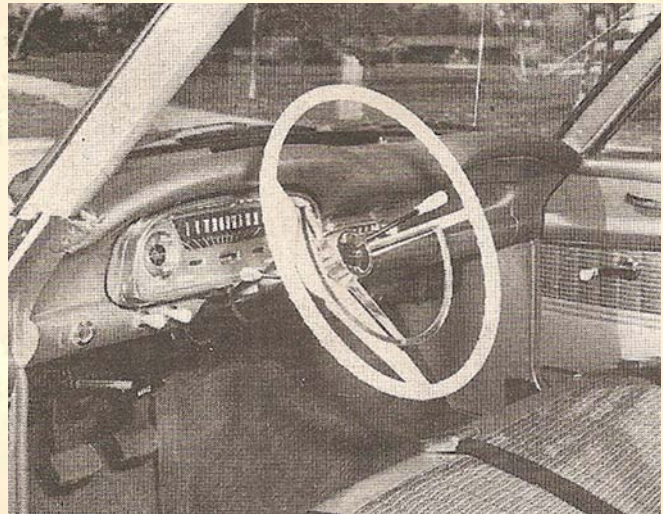
Unfortunately, performance suffers. It is not even as peppy as the 0-to-60 time of 17.2 seconds might indicate.

Because of its economy tuning, the engine does not produce much power over a very wide rpm range. At most speeds, the throttle response is flat. Accelerating from 50 mph, for example, second gear is useless because it is already near its top speed while third does not provide enough torque to gain speed quickly.

In other words, passing another car on the highway takes quite a stretch.

Much the same is true of hill climbing. On long, steady grades, one gear will often be too low and another too high to maintain a normally comfortable cruising specs.

The problem is that the high axle gearing has forced the transmission ratios to be too widely spaced and the engine is not flexible enough to make up the difference. Desirable power is simply not available for every condition.



NOTHING ABOUT FALCON'S interior indicates that engineers cut corners to save money. While not luxurious, the fabrics are good and were selected in pleasing combinations.

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A four-speed gearbox would be the ideal solution. But simpler and more logical for Ford would be a lower axle ratio combined with overdrive. This would permit broader gearing without reducing economy at cruising speeds.

If the high ratio frustrates acceleration it provides a good cruising speed. The car will maintain 70 or 80 mph with ease on level roads.

The engine is a simple, short stroke design intended to be as trouble-free as possible. When something does need attention, it is within easy reach. The engine compartment is unusually accessible. There is not even a permanent structural member to obstruct the pan. As a result, the labor portion of repair bills should be cut by a considerable margin.

The only complaint from a mechanic's point of view is a heavy, non-counterbalanced hood.

At the other end of the car, there is actually 23 cubic feet of luggage space. However, it is proportioned so poorly that a pair of normal suitcases have to be juggled to fit.

The passenger compartment is finished with attractive upholstery and trim, except for Ford's usual sloppy floor mat, and there is plenty of leg and head room for four. Any more than that would be cramped by the bulky transmission and driveshaft humps.

At first, the seats seem hard but they prove comfortable on even the longest trips.

The driving position is good with everything well placed. Across the bottom of the dash is a row of pull-out control knobs, including a heater control that is much easier to operate than the horizontal lever used in the big Ford. One minor fault is the lack of illumination for knobs not directly below the instrument cluster.

The interior light is in a bad spot just above the center of the windshield. Not only does it leave rear seat passengers in the dark, it glares right in the driver's eyes.

The windshield has a subtle compound curve that is distortion-free except at its very edges. In wet weather, the center is kept clear by wipers that work together, instead of in opposite directions.

Overall, the Falcon is a common sense car. It will carry people from A to Z in comfort with little expense. It is a kind of car that has been missing from the Ford line for too many years.

This article was originally published in January 1960 issue of *Motor Life* magazine.

—Submitted by Eddie Chitwood (FCA #12736)
Warrensburg, Missouri



1960 FALCON

Test Car

TEST CAR: Ford Falcon
BODY TYPE: Two-door Sedan
BASE PRICE: \$1912

Maneuverability Factors

OVERALL LENGTH: 181.2 inches
OVERALL WIDTH: 70 inches
OVERALL HEIGHT: 54.5 inches
TEST WEIGHT: 2380 lbs.
WEIGHT DISTRIBUTION: 54 per cent on front wheels
STEERING: 4.6 turns lock-to-lock
TURNING CIRCLE: 38.8 feet curb-to-curb
GROUND CLEARANCE: 5.9 inches (rear suspension)

Interior Room

SEATING CAPACITY: four to six
FRONT SEAT—
HEADROOM: 33.9 inches
WIDTH: 57.1 inches
LEGROOM: 43.3 inches
TRUNK CAPACITY: 23.7 cubic feet

Engine & Drive Train

TYPE: ohv six
DISPLACEMENT: 144 cubic inches
BORE & STROKE: 3.5 x 2.5
COMPRESSION RATIO: 8.7-to-1
CARBURETION: single barrel
HORSEPOWER: 90 @ 4200 rpm
TORQUE: 138 lb. ft. @ 2000 rpm
TRANSMISSION: Three-speed manual
REAR AXLE RATIO: 3:10

Performance

GAS MILEAGE: 24.6
ACCELERATION: 0-30 mph in 5.2 seconds. 0-45 mph in 10.1 seconds and 0-60 mph in 17.2 seconds.
SPEEDOMETER ERROR: Indicated 30, 45, and 60 mph are actual 29.5, 44, and 58.5 mph respectively.
POWER-WEIGHT RATIO: 26.4 lbs. per horsepower
HORSEPOWER PER CUBIC INCH: .625

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THE CONTINUING ADVENTURES OF JOHNNY FALCON

NICE DAY FOR A TWILIGHT TURQUOISE AND WHITE WEDDING

BY KENN SICKLE

The love affair with automobiles has been documented in every segment of our lives. An elderly South Carolina man was buried in his beloved 1973 Pontiac Catalina coupe, resting forever in peace behind the wheel. The Center for Disease Control (CDC) in Atlanta keeps track of babies born outside of hospitals in the United States. With that number totaling some 59,000 in 2016, over 3,300 of them entered this world in the backseat of a car. The CDC does not list makes and models of either the cars or the babies.

On a lighter note that is neither life nor death, Ford Falcon owners everywhere can take some reflected pride in knowing that a recent automobile wedding was performed with a Falcon as the focal point of the nuptials. Johnny Falcon (*The Falcon News*, September 2018, *The Known Biography of Johnny Falcon*) was there!

Eric Antonacci, owner of two vintage collectibles—a Corvair and a Plymouth Belvedere—and his beautiful fiancé Valeen, part of a car-loving family, wanted a wedding that reflected their love of automobiles. As a commissioned lay pastor serving two local churches, who Eric knew also to be a car lover, I got the call.

His vision for the blessed day was that all his family and friends would bring their vintage cars and gather in a field at a local park for the occasion. The wedding party would drive onto the field forming a semi-circle of cars and then proceed on foot to a spot beneath an old oak tree where the vows would be exchanged.

This was to be an interfaith wedding—Chevrolets, Mopars and Fords would sit parked side-by-side for the ceremony. Truth be told, I've gotten odder requests. My own enthusiasm for old cars and affection for the family requesting it made this one for the books.

Reflecting back on this happiest of new beginnings, I came to realize the analogy that made this ceremony work. Marriage statistics today are not good. Sources reveal that 20 percent of marriages end in just two years and 48 percent fail before the 20th anniversary.

Some pundits reason that this in part is because of the times we live in: our own impatience, a lack of perseverance and a general shallowness pervade our society.

First time something breaks down in a marriage, people want to trade it in. Then I thought about today's cars and the reasons people buy cars nowadays. There was a time when the car owner—after parking their ride—would gaze back at it once more with pride. A time when long, loving statements would be made about the styling—the beauty of a curve, the way the sun caught the sheet metal, the jaunt of a pillar and the grace of



the silhouette. There was love; there was passion for the car. You could pick your car's face out of the crowd.

But today, it takes a hard squint to differentiate between a Honda and a Kia. One face looks like another. SUVs have become so popular that styling has been reduced to a grille and a taillight. And there's not much passion in that. Now vehicles are bought for cup holders and video screens.

When Eric approached me to do his wedding, I knew he had that throw-back passionate way of looking at a car. The lines of his Corvair are known intimately to him just as my Falcon's are known to our family. For sure, this would not be a marriage of convenience. Eric knew what he loved.

Now, let me clarify that I can pick my lovely wife's face out of any crowd. She stands out because I love her. In just such a way I also see my Falcon first in any car gathering. Eric can pick his Corvair out of a crowd just as he did his bride-to-be. And vice versa.

I've owned my Falcon Sprint for 48 years. To do that, there's a loyalty and a love that transcends breakdowns and rust. "In sickness and in health" goes the liturgy.

All of us who preserve our love for that one car whether it be a Falcon or a Corvair or an Edsel know that real love is described in the wedding vows.

Of course I would perform this wedding! I would take my place in the wedding procession, drive up in my Falcon and meet Eric and Valeen in front of my car to officiate. However, my brand loyalties afforded me a greater opportunity and I took it.

After promises were spoken and rings exchanged, I had the last word—the defining, authoritative and legal pronouncement of the marriage contract. All of this done while standing in front of my 1965 Ford Falcon Sprint.

I proclaimed loudly for all to hear: "...Therefore by the power vested in me by the Presbyterian Church (USA), the State of Ohio and the Ford Motor Company, I pronounce you husband and wife."

And there was a great honking of horns.

—Kenn Sickle (FCA #12674)
St. Clairsville, Ohio





REPLACING FALCON V-8 MOTOR MOUNTS

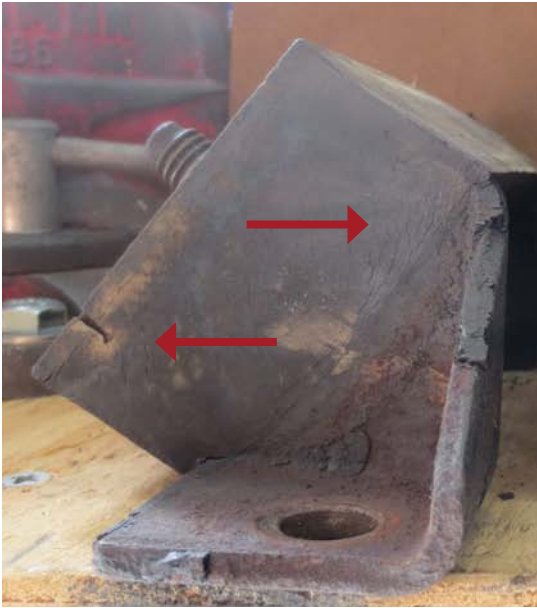
BY DICK HARRINGTON



Falcon V-8 motor mounts are made up of three pieces. The **frame mount**, the **intermediate mount** and the **motor mount**. The motor mount is rubber molded to a steel mounting plate. Over time, the rubber deteriorates and may also separate from the metal portion. Mounts can fail letting the engine move around under braking and acceleration. Worst case scenario is the throttle getting stuck in the open position.

Original Falcon motor mounts are listed with separate part numbers for left and right sides.

Long ago I read an article about using first generation Ford V-8 Bronco motor mounts. They were designed for rougher service and



Cracking can be seen in the rubber on this mount removed from my 1963 Sprint convertible.

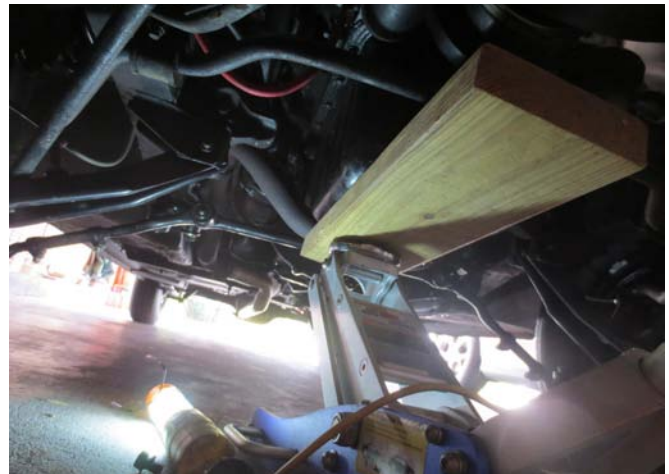
had a metal pin inserted between the steel plates and the rubber to prevent separation. Since Broncos were designed for off road service, I imagine a mount separating when climbing on driving on sloped paths could be catastrophic. A loose engine might be just enough weight to tip the vehicle with the relocation of the center of gravity as the engine shifted. Interestingly, Bronco mounts are the identical on both sides.

To replace the motor mounts, a 2x6 was placed under the oil pan to lift the engine just enough to wiggle the intermediate mount with the engine mount out.

Continued on page 8



Place a 2x6 under the oil pan to lift the engine enough to wiggle the intermediate mount with the engine mount out.



Place a 2x6 under the oil pan to lift the engine enough to wiggle the intermediate mount with the engine mount out.

The original rubber mounts with the part numbers are marked with caulk.

C3A indicates a 1963 full size Ford part. Notice the only difference in the part number are the last two digits, 40 versus 19.



REPLACING FALCON V-8 MOTOR MOUNTS

Continued from page 7

The photo shows an original passenger side motor mount with the intermediate mount still attached. Next to it is the new Bronco replacement mount. Looking closely at the original mount, you can see the engine mounting flange is longer on the bottom than on the top. The Bronco mount has equal length mounting flanges.

When I first read about the use of Bronco mounts I was skeptical about them repositioning the motor. The two Falcons I restored had the engines removed during restoration. The engine location with the Bronco mounts remained aligned with the transmission mount.

When mentioning the use of Bronco engine mounts with other Falcon owners, some were skeptical about the engine location not being shifted. When I decided to replace the Sprint convertible mounts, I decide I would take before and after photos along with measurements. I used caulk to mark the centerline of the intermediate mount to the frame mount. In the photos you can see the original on the left and the new on the right, for both the passenger and driver side.

While I had the mounts out, I replaced the heat shields, shown below, with ones made from stainless steel.

The total time involved in this project was about an hour, which included a quick cleaning and painting of the intermediate mounts.

—Dick Harrington (FCA #12563)



Shown is the original passenger side motor mount with the intermediate mount still attached. Next to it is the new Bronco replacement mount.

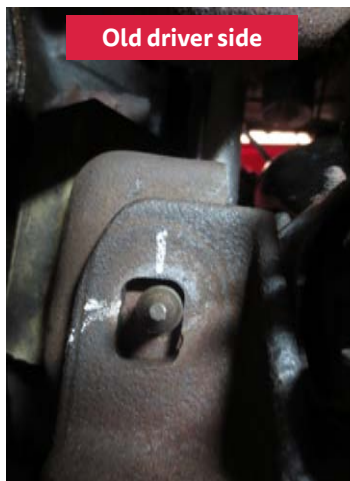
Below are the before and after photos. The centerline of the intermediate mount to the frame mount is marked. Old mounts are on left and new mounts are on right.



Old passenger side



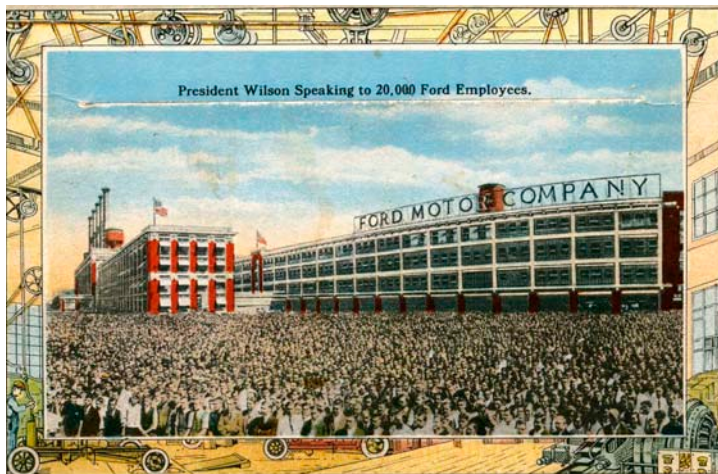
New passenger side



Old driver side



New driver side



Ford History

Bob Karpenko of Middleport, New York (FCA #6994) sent us these vintage Ford postcards. We'll print more in the months to come.

INTERESTING FIGURES.

The Ford Motor Company was organized June 16, 1903. The history of the greatest automobile production is given below, recording one of the most phenomenal industrial developments in the world's history.

In 1903-4, to Sept. 30, there were made and sold... 1,708 Ford cars.
 In 1905 the Company built and sold... 1,695 Ford cars.
 In 1906, there were made and sold a total of... 1,599 Ford cars.
 In 1907, the total of cars made and sold was... 8,423 Ford cars.
 In 1908, the production and sales reached... 6,398 Ford cars.
 In 1909, the phenomenal growth began with... 10,607 Ford cars.
 In 1910, the production jumped to a total of... 18,664 Ford cars.
 In 1911, there were made and sold a total of... 34,528 Ford cars.
 In 1912, production more than doubled, with... 78,440 Ford cars.
 In 1913, a new high water mark was reached with 168,220 Ford cars.
 1914 saw an even greater triumph achieved by 248,307 Ford cars.
 While 1915 crowned all efforts with a total of 308,213 Ford cars.
 1916 Ran the Figures up to... 533,921 Ford cars.
 The minimum production planned for this year 1917 is 700,000 Ford Cars

There are now over 2,000,000 Ford Cars in Service.

Following are the approximate amounts of various materials entering into the manufacture of 700,000 Ford cars, based on the figures for previous years.

Four carloads of spark plugs each month.
 310,464 tons of steel.
 80,811,500 sq. ft. rubber cloth material in the tops.
 2,800,000 each of wheels and tires.
 3,500,000 lamps.
 6,209,280 feet of Vanadium steel shafting and gear axes.
 2,950,000 feet of exhaust pipe.
 3,450,000 sq. ft. of glass in Ford windshields.
 9,800,000 pounds of steel in Ford magnetos.
 24,791 miles of wiring used in magnetos.
 3,041,825 pounds of solder
 6,158,000 sq. ft. galvanized metal in gasoline tanks.
 45,000 horse power developed in Ford power house.
 22 tons of coal per hour, used for power.
 29,512,000 cubic feet of gas required each day.
 1½ miles of conveyor tracks.
 312½ gallons of lubricating oil used every hour.
 35,000 gallons of fuel oil used daily in heat-treating steel.
 100,000 people are engaged in making and selling Ford cars in all parts of the world.

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FALCONS FOR SALE

1970½ Falcon. Professionally built 429 stroked to 501 ci.; prof. built C6. Edel. 7566 Manifold, 60675 heads, Comp Cam 34-000-9 roller, FPA headers, MSD Atomic EFI. PS, Front disc, fabricated 26 gal. fuel tank, 31 spline Strange axles, N case 3.50:1 Detroit Locker, Lokar floor shifter. Original paint, some dents, scratches and surface rust. 15" wheels, new tires 225/60x15 frt, 275/60x15 rear. USB audio, plus some misc new parts. May-June 2016 Fairlaner magazine. \$25,000 OBO. jwreese@tranquility.net 573-864-3153. MO. 200303



1967 Futura Sports Coupe, White/Red with Red interior, bucket seats and new carpet. NOS grille and tail light Buckets. Completely rebuilt '71 351 Cleveland V-8 with a new comp cams 268 cam and lifters, Edelbrock carb and powder coated intake. 5.0 Mustang T-5 trans with Modern Driveline hydraulic clutch actuator system, Ford Motorsports clutch, pressure plate and throw out bearing. Also has 1970 Mustang front disk brakes and a Borgeson power steering system. Ford Motorsports 17X8 chrome Bullitt wheels and 225 x 55 R17 BFG Traction TA tires. Tachometer and Custom Performance digital gauges. Very fun to drive! \$7,900. Dave Wagner, 423-243-3525. TN. 200404



1965 Ranchero Deluxe Project car, rebuilt factory 289, professionally recovered bucket seats, body work and paint complete, new glass f/r, lots more. More photos available. \$15,000. Call Mike, 931-561-2940. TN. 200499



1964 Falcon Futura, Pearl White with red and white interior, 347 CI stroker engine, Billet Specialties serpentine belt system. Tremec TKO five-speed transmission, rebuilt rearend with new positrac 325 ratio. New leaf springs with coil over shocks on rear. Professional built interior, bucket seats with console, Dakota digital dash with full gauges. Electronic radio in dash with CD changer in trunk. Disc brakes in front, drum on rear, new tires on mag wheels. Garage kept with less than 2,500 miles since restoration. Price is \$34,000, Steve Alley 251-401-9862, Salley25@comcast.net. Additional photos available upon request. AL. 200416



1965 Falcon Ranchero black/black complete restoration. Professionally built 331 cubic inch V-8, new top loader four-speed, new currie.9" posi-rear. New paint, new interior, chrome and stainless polished, new tires, wheels, rack and pinion power steering. Over \$40,000 invested. \$23,000. George, 860-930-2232. CT. 200331



1965 Falcon Ranchero V8, \$9,000. 1964 white Cyclone, buckets, console, V-8,

\$3,900 (no motor or transmission). 1964 Caliente buckets, console, V-8, \$3,400 (no motor or transmission). 1964 wagon V-8 Villager, \$3,500 (hit in tailgate). Call or text Carlos Vera, 720-281-0940 or calicometcarlos@yahoo.com. CO. 200422



1964 Falcon two-door Sedan, 62A. Alabama car with 41,931+ original miles, Wimbledon White with brand new tan interior. 200 six, FordOMatic, all original sheet metal and glass. Repainted 30 years ago, not perfect but acceptable, new tires, fuel pump, fuel tank, exhaust, shocks and more. \$9,800. Danny Brown, 336-750-7733, FL. 200409



1964 Ford Falcon Sprint two-door Hardtop, totally restored, 260 engine with original motor and parts, C4 automatic transmission, new interior, heavy duty sway bar, 14" BF Goodrich tires. Asking price: \$22,000 OBO. Contact Dean Ellyson, 530-301-5272 or kaitleeellyson@gmail.com. CA. 200419

1963 Falcon Futura two-door Sedan, Body 62C. This car was one family owned and has 47,000 actual miles. It is Maroon on the bottom with a Wimbledon White roof. It has a V-8, 260, automatic, and power steering. It has bucket seats with a console. This car drives as new. The trunk area is as new. Can send pictures. NO RUST ever. \$14,500. Call Steve, 360-430-0143. WA. 200319



1963 1/2 Falcon Sprint Sport Convertible (76B) professional restoration, every system rebuilt, F-code 260 V8, four-speed, Corinthian White (M) with red interior (85A), rare factory power steering, very rare factory AC. All original OEM parts, correct bucket seats, console, wood-grained wheel, Sprint tach, new white top from original '63 Ford supplier, correct 13" wheels with OEM wire wheel covers, original Sprint air cleaner (not repo) new gas tank. Very rare OEM dash clock. This Falcon is a 1- and Hagerty values #1 Concourse at \$43,300. Listing on eBay and Hemmings at \$38,750 but FCA members at \$37,500! All the photos you'll ever need or get fellow FCA member in Dallas/Ft. Worth area to check it out for you. Tory, 214.668.0990, tsyvud@msn.com. TX. 200413

1962 Falcon Sedan Delivery, project, **RARE**. Later model 200, "big" 3.03 three-speed w/ floor shift, LR 1/4 damage, price includes two full L/R quarter panels \$2,995. **1963 Falcon four-door Deluxe**, project; 170/three-speed, OEM A/C, runs good, but has been sitting, floor rust, but complete, \$1,995. **1964 Comet 202 four-door wagon project**; 170/three-speed, neat options including interior light group, remote control driver's mirror, plus the "M" gas cap. \$3,495. 1951 Ford two-door Sedan; Flathead V8, overdrive,

rewired, lots of recent work, runs/drives good, needs paint/body work, some mechanical attention needed \$5,995 OBO. Call or email Lenny at Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964 or visit us at www.kelloggs-garage.com. CO. 200419

PARTS FOR SALE

Don Branson's 35 year collection of good used parts for 1960-69. All car parts (must take all), \$10,000. If sold separately: hoods, \$75; doors \$75; grilles, \$150-800; headlight buckets, transmissions, motors, radios, carburetors, interior and exterior chrome; seats, consoles, wheels, aluminum wheels; hubcaps, etc. Parts from over 50 cars. JL Branson, 4097 Hwy T, Marthasville, MO 63357; cell 636-357-8522 or email jlwbanson@mail.win.org. MO. 200408

1968 Ranchero "Y" code running 390 engine and column shift C6 transmission with A/C, P/S, P/DB, exhaust, dash and cowl assembly. The Ranchero was cut off just behind the A pillar/door post. The C6 transmission mount is included. I do have the title, VIN #8K48Y215129 \$3,500. 1970 351 Cleveland 4V closed chamber heads: cast #DoAE \$800. 1973 351C 4BL open chamber heads: cast #D3ZE; fresh \$800. 351C 4BL exhaust manifolds one pair, \$450. Lots more 351 Cleveland parts! 390 tri power set up, \$2,250. 1969 428 CJ motor, \$7,500. 1966 428 short block with CJ rods cast #C7AE-B \$2,800. 1967 GT 390 motor, \$3,500. 1971 429 CJ 4 bolt main motor, \$6,500. C4 B & M "breakaway" torq. converter, \$300. 1965 289 Hi Po aluminum water pump: cast #C5AE-8505D, \$400. 1965 289, heads cast #C5AE, dates 5B9, \$250; crankshaft \$150; rods cast #C3AE, set of eight, \$100; valve covers, \$60. 1966 289 heads cast #C6OE, date codes 5F10 & 5H17, \$200. 1967 289 Hi Po heads: date on both heads 7H23, \$2,500 1967 289 distributor cast #C7OF-12127-B; date 7F30, \$75. 1967 289 exhaust manifolds \$150. 347 stroker kit, \$1,200. 1968-70 428 CJ parts and 429 CJ parts. Keith Litteken, 314-480-2556 or kslitteken@aol.com, MO. 200405

Used performance radiator for 1963 Ford Falcon, fully functioning condition, no known leaks, problems or issues, minor fan rash and bumps from use, with cap, \$120; Ring and pinion gear set for 8.7 Ford Rear C9AZ-4209-C, for the rare 8.7" rear end, complete with shims, highly desirable 3.07 ratio, may fit: WER-AC of '73-'77 Ford Granada, Mercury Monarch and Lincoln Versailles, \$135. Original '86-93 Ford aluminum manual trans bell housing E6ZR-6394-AA, fully functional, with minor cosmetic blemishes, just removed from vehicle, clutch eyelet tab had been trimmed to fit in a Falcon, but remains fully operational \$80. Items worked fine when pulled from vehicle; photos available; all good used, uncleaned condition for full disclosure; buyer to verify applications and pays shipping. Chris Parsons, indeoconfidimus@gmail.com, NJ. 200429

Body work done! Two-door post/radio delete, comes with a 408 Stroker, C6 automatic, Mustang II front end, 8.8 rear with coil overs. It has new interior, rechromed bumpers and grille. I have most of the parts to put back together. My loss is your gain! \$8,500. Greg Faulkner, 662-750-4463 or 662-223-4265, gefaulkner77@gmail.com. MS. 200309

Parts for 1960-65 Falcons including doors, fenders, trunk lids, hoods, and chrome. Nice 1965 Mercury Caliente grille. Rear curved glass for station wagon and lots more. Bob, 806-583-3550. TX. 200399

Parts for 1964 Falcon, 260 cubic inch, complete motor and transmisison, C2 includes generator, starter, carburetor. \$400 OBO. John, 203-494-7817. CT. 200499

1964 Falcon Sprint Convertible parts as listed: Windshield trim, clean some pitting here and there, \$50. Side trim was on car when blasted, might be able to be buffed out, \$200. Radio is untested, good for a core, \$25. Grille, decent driver quality, some dents and one broken tab, \$100. Interior arm rests/door pulls,

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\$50 for the pair. Complete unmolested steel dash, windshield frame and wiper cowl, \$150. Complete convertible top mounting brackets, still attached to floor and wheel tubs, \$150. Windshield, with some wiper scratches, \$100. Fenders blasted clean with patches, \$75. Doors blasted, some patching started, \$50. Complete door with vent window and door glass—convertible or Hardtop only, \$100. Trunk, clean, no patches, \$100. Shock towers clean, \$50 ea. Door hinges, \$20 ea. Convertible top mechanism mounting brackets, \$100 pair. All prices are OBO. Please email for more details or photo requests. Can deliver to Ohio Nationals. Owen Bassett, futura65@comcast.net. IL. 200323

NOS 1960-1963 Ranchero right rear quarter panel, CoDB-6627846-E, \$900. NOS 1969-1970 right front fender, \$375. No shipping. Brian Gatzow, 262-781-5392 (no texts) bdgztw@aol.com. WI.

From an original '64 Fairlane 260, good used condition: Autolite 2100 1.01 C4OF-AK carburetor, 1.01 Venturi, fully functional, 1.01=240 CFM, comes with OEM aluminum spacer block \$85. Pair exhaust manifolds w/surface rust, driver side has broken and missing flange/stud, passenger side appears to have had a repair to broken flange/stud, passenger side has heat stove, \$15. Four-blade Radiator Fan C2OA-8600-B, 17-1/2" diameter, standard steel blades, center hub hole 5/8" diameter, straight, no heavy rust, no cracks, believed to be Ford PN C2OA-8600-B, comes with spacer, which appears to be aluminum and may be Ford part number C2OZ-8546-D, \$55. Generator Assembly C2OE-10039, unrestored and untested, includes generator core, flexible shield and brackets \$190. Items worked fine when pulled from vehicle; photos available; all uncleaned condition for full disclosure; buyer to verify applications and pays shipping. Chris Parsons, indeoconfidimus@gmail.com, NJ. 200429

ALL NOS: 1960 grille, \$145, 1961 grille + L/R headlight doors, \$495; '61 headlight door, one left, \$95, 1960 deluxe wheelcovers, 13" \$195 set of four, 1962-63 Deluxe-Squire wheelcovers, 13", \$195

set of four. Back-up light kits, one of each: 1960-62/1963/1964/1965: \$250-350 each, depending on the year. 1960-64 backup light/neutral safety switches for column shift automatic transmission: \$45 each. Good Used 1962-63 Deluxe Squire wheelcovers, \$40-120 per set based on condition. Nice Used: (6) '61-63 consoles to choose from: '63 convertible console, black, five sedan, brackets too, good to excellent \$250-\$450; 2-3 project consoles. (3) Sprint tachs, tested and working \$95-295 each. Good 1960 grille w/ a scratch, \$155; (2) 1961 grills, \$150 and \$225, '63 headlight doors, \$50-95 a pair. 1962 taillight buckets, nice used, \$95. ea. Re-chromed interior windshield trim for hardtops and convertibles: three-piece set, \$250-450 exchange. Good used hardtop windshield trim, \$175, driver quality; 1964-65 six-cylinder power steering system: complete, but will need work; VERY RARE, \$495 as is. 1960-65 four-speed or floor shift steering column cover; we have the correct parts to fit each of those years. Dagenham four-speed bellhousing, \$75. 1966-67 power steering system: steering box w/ straight through shaft, complete lower linkage, no pump/pulleys/brackets; \$495 as is; may fit 68-70 as well. Two Narrow Pattern Toploader four-speeds; one for a '64 1/2 Mustang; can work in a Falcon but needs Falcon tailshaft housing. This trans is rebuilt, \$995. One narrow pattern toploader with both Mustang/Falcon patterns, has a chipped second gear, but turns freely, w/factory shifter, \$495. All prices are plus shipping. We have a 30+ year collection of Falcon and Comet parts, please call/email with your needs. Call or email Kellogg's Garage, lenkellogg@lpbroadband.net or 970-593-1964 or visit us at www.kelloggsgarage.com. CO. 200319

NOS backup lamp kit, C3DZxx, fits Falcon and Comet, \$100. NOS emblems: 1962 Futura script, \$100; 1963-64 Ranchero Bull, \$175. Used 1964 Ranchero Bull with attaching parts, \$75. New C6OZ14413-A glove compartment light and switch, may be aftermarket, \$35. V8 exhaust manifolds, \$175. Two NOS 1962 Falcon aluminum tail light housings, C2DZ-9725-A, \$250 firm; used 1963 Fairlane tail

lights and aluminum housings, very nice condition, \$275 firm. NOS passenger side rocker panel assembly, fits all 1964-65 Falcon models. This panel has all inside parts, not just a piece of sheet metal, \$275 firm. Used Faria 8000 rpm tach, 1965 date, works, \$275. New in box Edelbrock Performer intake for 351 Windsor motor, \$250 firm. All parts plus shipping. John Simone, 413-336-5307. Phone calls only. MA. 200299

Parting 1960-65 Falcons. Good sheet metal, lots of trim, mechanical parts, etc. NOW parting out '63 Falcon convertible minus engine, transmission, and rear end. V-8 car, minimal rust, all or part. Clean title. Call Steve, 360-430-0143 WA. Thanx for driving a Falcon! WA. 200319

PARTS WANTED

Kick-down linkage from carb to two-speed auto transmission for 1963 Futura/Sprint 260 V-8, Joe Vitale, 985-317-7630, joevitale3@charter.net, LA. 200308

3939-S fuel pump, I am looking for Feb. 1965 date code. My car was built on March 24th, 1965 at the San Jose, CA plant. Carburetors for FE engines: part numbers on air horn C8AF-AD, C8OF-AB and C8OF-AA; also DoOF-S for 385 series engine. FE distributors: part numbers on housing C8OF-D, C8OF-F, C8OF-H, C8AF-AD, C7OF-F, C7OF-G, C7OZ-D, C2SF-B; also a distributor with C9ZF-12127-D for 385 series engine. The parts must be in excellent condition either used or NOS. Keith Litteken 11394 Revere Ln., St. Louis MO. 63128-1416. 314-480-2556 or kslitteken@aol.com 200405

MISCELLANEOUS

Attention fellow Texas Falcon owners and members if you are seeking a single or a pair of 1964 Texas license plate for your car, PM me and I may be able to assist in your quest. I have a cache of six single plates and six (YOM) pairs of plates for that hard to find year. James at jacoll87@yahoo.com. 2004013



We'd like to wish a warm welcome to our new members. It's great having you as a part of the Falcon Club of America.

FCA #17197 Arthur & Sylvia Bjornestad Westlake, CA	FCA #17213 Danny & Terrie Goss Rossville, GA	FCA #17229 Tyler Nyberg Ramsey, MN	FCA #17243 Joseph Cimini Pittsfield, MA	FCA #17260 Dan & Tracy Gyoerkoe Watertown, NY
FCA #17198 Danny & Melissa Jimenez Pearland, TX	FCA #17214 Austin Harkleroad Hixson, TN	FCA #17230 Lesa & Mike Manfredo St Augustine, FL	FCA #17244 Ashley & Cella Raiteri La Jolla, CA	FCA #17261 John Johnson Clarksville, TX
FCA #17199 James & Debbie Thomas New Castle, VA	FCA #17215 Keith & Billie Jo Cockerham Blanchester, OH	FCA #17231 Laurick Darwin Selah, WA	FCA #17245 Frederick Schufeldt Perrysburg, OH	FCA #17262 Karen Albert Washington, MO
FCA #17200 Jake Pool Wayne, PA	FCA #17216 Kenneth & Leslie Smith Collinsville, OK	FCA #17232 Matthew Krumrine Cockeysville, MD	FCA #17246 Elliott Marshall Portsmouth, RI	FCA #17263 Massimo Chisessi San Jose, CA
FCA #17201 Jeff Swyers Hurricane, UT	FCA #17217 Scott Stetson Asheville, NC	FCA #17233 Drott Ted Lake Charles, LA	FCA #17247 Erich C. Marshall Portsmouth, RI	FCA #17264 Jeff Lester Crosby, TX
FCA #17202 David & Raquel Moore Kerrville, TX	FCA #17218 Russell & Tammy Bender Fremont, CA	FCA #17234 Doug Johannes Fort Calhoun, NE	FCA #17248 Thomas & Paula Stone Philadelphia, PA	FCA #17265 C.R. Noel Mexico City, Mexico
FCA #17203 Ken & Vickie Mageson Granbury, TX	FCA #17219 Dustin Nichols New Braunfels, TX	FCA #17235 Laura Marchante Murrieta, CA	FCA #17249 Dewey & Melissa Dilcher Byron, NY	FCA #17266 Dan Wyatt Perrysville, IN
FCA #17204 Phillip & Sherry Manor Morro Bay, CA	FCA #17220 Buck Raper Bristol, RI	FCA #17236 Marti & Camilla Klassen San Luis Obispo, CA	FCA #17251 Francis Rose North Bethesda, MD	FCA #17267 Lance D Kimes Lodi, CA
FCA #17205 Zachary Brown Buford, GA	FCA #17221 Ronnie & Kat Roberts Kyle, TX	FCA #17237 Guillermo Duncel Tlajomulco De Zuniga, Jalisco	FCA #17252 Jason Summa Seward, NE	FCA #17268 Vincent Reh Northlake, TX
FCA #17206 Ron & Courtney Follmer Shelton, NE	FCA #17222 Donald Renfroe Gurley, AK	FCA #17238 Michael Frey Cincinnati, OH	FCA #17253 Edward Kalinowski Canton, PA	FCA #17269 Thomas Mooney Raleigh, NC
FCA #17207 Dale & Stacey Brown Buford, GA	FCA #17223 Joe Heskett Bullhead City, AZ	FCA #17239 Larry Smith London, Ontario	FCA #17254 James & Carol Wallace Jr. Dona Ana, NM	FCA #17270 Rodney Angen Grand Forks, ND
FCA #17208 James & Victoria Gioncardi Cincinnati, OH	FCA #17224 Rick & Marsha Reeves Liberty, SC	FCA #17240 Lon Baker Marble, PA	FCA #17255 Mike Lucas Yantis, TX	FCA #17271 Javier Marchesilli Los Angeles, CA
FCA #17209 Eric Franklin Cincinnati, OH	FCA #17225 Gary & Cindy McMillan Brooksville, FL	FCA #17241 Jettson Hadland Capitola, CA	FCA #17256 Marco Kiefer Konigswinter, Nordrhein	FCA #17272 Martin Valle Torres Isabela, Puerto Rico
FCA #17210 David Apling Matsysville, CA	FCA #17226 Mark Johnson Percy, AR	FCA #17242 Richard K. Derr Rancho Cordova, CA	FCA #17257 Harvey Litt Kent, WA	FCA #17273 Roger Harwood, Jr. Seaford, NY
FCA #17211 James & Dorothy Collins Floresville, TX	FCA #17227 Daniel Hilbert Bellerose, NY	FCA #17242 Martin Valle Torres Isabela, Puerto Rico	FCA #17258 Jason Hamon Redwood City, CA	FCA #17274 Ron Aubyn Turner Corsicana, TX
FCA #17212 Jason & Danni Decker Grove City, OH	FCA #17228 Greg & Cindy Linhoss Gurley, AL		FCA #17259 Audrey & Matthew Banks Tooele, UT	

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WELCOME NEW MEMBERS

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FCA #17275 Eric & Molly Burton Chesapeake, VA	FCA #17294 Terry Hall Napoleon, OH	FCA #17313 Alan Henrich Granger, IA	FCA #17332 Justin Boothe Georgetown, TX	FCA #17351 Roger & Helen Blake Ponca City, OK
FCA #17276 Kelvin & Gretchen Bess Christiana, TN	FCA #17295 Don Walker Bakersville, NC	FCA #17314 Jimmy & Tammy Westbrooks Clinton, KY	FCA #17333 Gary Prenger Dublin, OH	FCA #17352 Charles & Angie Steadham Acworth, GA
FCA #17277 Hans Denecke Havelaue, BRB	FCA #17296 Doug & Lisa Tanner Canton, OH	FCA #17315 Andy Wright Mansfield, TX	FCA #17334 Kirk Weicht Richland Hills, TX	FCA #17353 Steve Dippert San Jose, CA
FCA #17278 Bob & Susan Young Billings, MT	FCA #17297 Christopher Prickett Star, ID	FCA #17316 Quinn & Jennifer Tipton Trenton, NJ	FCA #17335 Daniel & Laurie Mecchi Newark, CA	FCA #17354 Edward Dabbs Venice, CA
FCA #17279 Kevin Grigsby Rosslyn, ON	FCA #17298 William Wright St. Augustine, FL	FCA #17317 Brad & Karen Paynter Kettle Falls, WA	FCA #17336 Robert H. Thornburg Coldwater, MS	FCA #17356 Armando & Rayza Ramirez Fairfield, OH
FCA #17280 Matthew Custer Martinsburg, WV	FCA #17299 Gene Michal San Anselmo, CA	FCA #17318 Lee Ponder Alpharetta, GA	FCA #17337 Braden Ryan Turbotville, PA	FCA #17357 Ben & Jaren Lowe Independence, MO
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FCA #17282 Chris & Heidi Mallow Oklahoma City, OK	FCA #17301 Stacy Parker Trinity, AL	FCA #17320 Arnold & Melissa Trejo Bulverde, TX	FCA #17339 Ron & Paula McPhail Emerald, QLD	FCA #17359 Jason Kollauf Circle Pines, MN
FCA #17283 Paul & Donna French Apple Valley, CA	FCA #17302 James & Veronica Kilmark Belleville, MI	FCA #17321 Dane Martin Apple Valley, MN	FCA #17341 Steve & Linda Kane Titusville, FL	FCA #17360 George Houck Lake Worth, FL
FCA #17284 John Gambill Innsbrook, MO	FCA #17303 Larry & Sherry Bralley Dublin, GA	FCA #17322 Richard Miller Knoxville, TN	FCA #17341 Chris & Kathleen Slifko Andover, KS	FCA #17361 Robert Fessler Cambell, CA
FCA #17285 Thomas & Sarah Hamilton Farmington, PA	FCA #17304 Wallace & Eileen Richmond North Charleston, SC	FCA #17323 Thomas Tsotsoros Baldwin, NY	FCA #17342 Tim & Stephanie Glazner Knoxville, TN	FCA #17362 Nick Hiotis San Francisco, CA
FCA #17286 Clois & Sharon Harlan Broken Arrow, OK	FCA #17305 Richard & Cindy Hagen Graham, WA	FCA #17324 Adam Brown Kapaa, HI	FCA #17343 Esteban Herman Garcia Las Cruces, NM	FCA #17363 Bill & Marian Thompson N Prince George, VA
FCA #17287 Francisco Ruiz Sanger, CA	FCA #17306 John Parsons Antioch, CA	FCA #17325 Vince & Deb Jauron Harlan, IA	FCA #17344 Joe & Gail Ruize Peoria, AZ	FCA #17364 Weller Edward Wexford, PA
FCA #17288 Doris & Jerry Knight Greenville, KY	FCA #17307 Jason Blakeman Richmond, MO	FCA #17326 Gary J. Artrip Brinkhaven, OH	FCA #17345 Chirs Dunham Port Orange, FL	FCA #17365 Peter & Martha Halemba Russell, OH
FCA #17289 Matthew & Haley Sigler Biloxi, MS	FCA #17308 Blaine Milner Anaheim, CA	FCA #17327 Candis Olivis Reisterstown, MD	FCA #17346 David & Sheryl Hollingsworth Westminster, CO	FCA #17366 Jim & Louise Hudzinski Livonia, MI
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